POST LETTERS

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Old Dartmouth
WHALING MUSEUM LIBRARY
Historical Society

Ship ELIZA ADAMS
408 tons

Caleb O. Hamblin, Capt.
Taber Gordon & Co.
Agents

Home port: New Bedford

Voyage: June 10, 1872
July 26, 1876

Pacific Ocean

A log. Ship Eliza Adams.

Mon June 10. 1872.

At 9 A M went on board the Pilot boat Vision then lying at Taber's wharf. & proceeded down the bay. at 11. A M got on board, of the ship. which was lying off Clark Point. shortly after the Captain, wife, & two children came on board, then we made all sail, hove up the Anchor. & commenced to work out the Bay, with the wind S W. At 7 P M, the Pilot (Manchester) left us abreast of the Sow & Pigs Light. We have all now embarked In a perilous undertaking on the mighty deep. & my sincere wish, It may be a profitable undertaking from. Alpha & Omega.

Sat July 13. 1872.

At 2h A M. heard Sperm Whales closed aboard of us It being dark we did not lower, at daylight nothing to be seen.

LAT 45.30 N. LON 27.14 W.

I thought when we left home that I had got with a smart Master, as his name was praised up very high at home, for my part, I cannot see where the smartness Is. If lying In bed In the morning will make a man smart then he Is. (A 1.) Nothing surprised me more than to see a Captain of a ship lying In bed til the bell strikes for seven O. clock, & then at times the steward has to call him, nor Is he alone In his glory, his wife Is equally as bad & oftentimes worse, at times she lays til nine & ten they are both tared with one brush, & a pretty example they are setting for their children that are growing up around them And when he gets up, & the steward calls him to breakfast he takes just about so long before he goes, cheating the Officer on deck from a half, to three quarters of an hour, before he can get his breakfast, And again & again I have seen the

Private Log of the

The table kept waiting for her & the youngest child til the watch below has gone to sleep. now Is that not enough to make any one except a Saint of a Steward have curious thoughts & feelings on this subject, concerning the heads of this family, enough this time.)

Blessed are they that die In the Lord.

In Fri July 19th 1872.

Memory.

Of Edward Wahnschaffe who fell from aloft while furling the Upper Fore topsail at 5 P M July 19. 1872. he hailed from New York, but of German parents, aged 22 years. Before the Boat could be lowered & get to him, he went down & was not seen afterwards. Alas Alas his debt of nature Is all cancelled. LAT 45° 30. N.

Oh death where Is thy sting. Oh grave where Is thy victory.

Sun July 21st 1872

Copy.

This Is a duplicate of a notice that Capt Hamblin wrote & tacked up. Abounty It ran thus.

Notice

Look Sharp.

I will pay to the man, who will raise the first Sperm Whale (15) fifteen dollars. If he makes one hundred bbls. (20) twenty dollars.

Payable In Gold when the Whale comes alongside the Ship

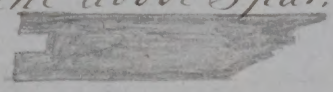
C. O. Hamblin
Master
Ship
Eliza Adams.

The above Is verbatim of the copy

Ship Eliza Adams.

Thurs July 25. 1872

Picked up part of a burnt spar, the lower part of a Schoone mast the above Spar.



Sat July 27. 1872.

At 4 C M raised Land, ahead, steering S. the Islands of (Corvo & Flores.)

Wed July 31. 1872.

Spake our (Alpha) ship, a Portugeese Barkentine named the (St. Michaels) of St. Michaels, from the above place, bound to Boston.

A Letter. Fri June 21. 1872.

The Capt received a letter signed by four of the crew, stating they did not get enough to eat, and what they did get, was not fit to eat, Now all this was false, for the rest of the crew states they get enough to eat, & that that Is good. And they state In there letter, they have made to work, when they were not fit to work, And moreover, they state, If they do not get better food, they will not work. & will abid by the consequensis Alas they like hundreds of other, have been made to beleave they had the best the land produced, to eat, Nothing to do but set down & let the wind blow them around, wherever they wanted to go. & money coming In all the time, but to soon they find out there mistake like these misguided men. Now Retaliation the Capt resorted to he put two of them In to the Fry Pots to scoor them day after day, til further orders. & the other two were sent to the mast head & stop there til call down. Now these men have all been on the sick list. & the rest say they have eaten there share of every thing that came down their. Now come to look Into It they are not so much to blame, as those gentlemen at home who are rightly named. Land Sharks. they are the ones.

A private log of the

Wed July 31st 1872.

At 8 P M one of our men (Loyed) by name, shortly after we parted company with the Portugeese vessel she being astern he jumped overboard & swam to her. Shortly after. one of the men sang out, that Loyed had jumped overboard, & we thinking he had made for that ship. the 1st Officer took a boat & went on board of her, sure enough he was there he had told them a very pitty full tale of usage & fare. the Capt believing him, did not feel Inclined to give him up, however after he had heard the truth. he turned him over to the 1st Officer, who brought him on board. & put the darbys on. & kept him In the try pots, until he left at the Island of Flores.

Wed Aug 7th 1872.

Spoke & gammed with our first Whaler. Bk (Onward) of New Bedford. clean.

Tues Aug 13th 1873.

Spoke & gammed with the (Com Morris) of New Bedford hailing 1800 bbls. Sperm,

Sun Aug 18th 1872.

Caught, cleaned, & salted 1/4 a cask of Fish. (Albacorps). as no other day would do. but Sunday.

Tues Aug 20th 1873.

Picked up a stick of hewn timber (the Spar) that had been In the water some time, & considerable worm eating. however the Capt sold it.

Wed Aug 21. 1872

We have caught & salted (10) ten bbls of Skipjack & Albacorps. but what good are they to us. They Intend to sel them at the Azores. or Cape Verde Islands. wich they however slipped up with as I will state further on In the book.

Ship Eliza Adams.

8 AM Sat Aug 24th 1872.

Raised Sperm Whales to leward going to windward. after a while the 1st Officer got a chance. & went on. the Boatsteerer missed him. (a good chance as the boatsteerer says himself.) then eyes out went the whales to windward. (Fishermen's luck). LAT 32.12. N

5 PM Sun Aug 25. 1872.

Raised Sperm Whales to leward going to windward got two 1st Officer. (1) one. & the 4th Officer the other. raised by Mr. Freeman

LAT 32.17 N LON 32.32 W.

7 AM Mon Aug 26th 1872.

Raised Sperm Whales to windward going to leward. was not successfull. at 7 PM started the fires & commenced to try out (Old Haleck.) the Capt gave the 3rd Officer Mr. Freeman (15) fifteen dollars bounty for raising the whales. (he squeezed the Eagles until they had a discharge, before he parted with them he was so loth to let them go. they come like pulling teeth.

LAT 32.56. N.... LON. 40.02 W

Mon Sep 2. 1872.

Spoke & gammed with the whaling Schooner. (Admt Blake) of Marion, clean.

Wed Sep 4. 1872.

Iriced a man (Lloyd) up In the Main rigging by the wrists for threatening to set the ship on fire. That night the Capt lossed his bunch of Keys, that was hanging In the door on deck. had the Forcastle searched, but did not find them. put them both In the Try pots to work scouring them. I believe some of the crew are blacklegs. gamblers. & every thing else that Is bad. The crew we have got this voyage. beats everything I ever saw. Had Mr Saber tried & gone all over the world. he could not of picked out a worse set, with a few exceptions. they are the smallest crew I ever saw. & they dont know nothing

A privale log of the

If this Is the set we have got to get a voyage with, I am afraid we will not get enough to jingle on a stone.

Fri Sep 6th 1872.

At 5 A M a Whirlwind passed over us. causing the ship to careen almost on her beem ends. raising all the boats on the port side off the cranes, carried away the Bamkin bit on the Starboard quarter, lucky for us, there was not much sail on her.

Sat Sep 7th 1873.

The Carpenter got orders to tare up the Caboose cover, nothing else for him to do. nothing to stand on now when trying out but the fore hatches & a little bit of a platform, no use to make them to hom If to be tore to pieces at sea (It Is Stonington style.)

Sun Sep 8th 1872.

5h P M
Raised Sperm Whales to leward. chased them til dark then came on board unsuccessfull. LAT 39.10. N.
LON 38.42. W.

Wed Sep 11th 1872.

Was visited by our first Gale of wind, from the S W.

Thurs Sep 12th 1872.

½ P M
Raised Sperm Whales to leward, lowered & the Waist boat struck, & the whale sounded & took his line. (This Is our luck.)

Mon & Tues Sep 23d & 24th 1872.

Laying off & on at Fezen Grand. (the Island of Flores) got off the following recruits. The Capt says there Is (224) two hundred & twenty four bushels. of Irish Potatoes, but we all know better, If the truth was known there were not one over (125) one hundred & twenty five bushels. (8) eight bushels Sweet Potatoes. (15) fifteen bushels Onions. (40) forty Pumpkins. (200) two hundred years Green Corn.

Ship Eliza Adams.

(2 doz) two dozen Chickens. (22 doz) twenty two dozen Eggs. (3) three bushels Apples. (4) four quarters Beef. & (1) one Duck.
He has also sold here those two Spars. we picked up at sea. one for (20) twenty dollars. & the other for (8) eight dollars. now the parties told us this. & why should they lie about it. Now the Capt credits for only (1) one Spar. & that at (19.00) nineteen dollars. the parties doing the buisiness. states. that agents of ships. cheat the outside owners. In every way. & the said parties thinks it no more than right, to pay them back In there own coin. (retaliate.) It Is nothing to outsiders, only when they credits us more potatoes than we get. & one Spar where there Is two. I think tis about time to say something In ones behalf. I dont care how much he retaliate, only where it Is between the two parties. (8) Eight men took French leaf (run away) sold 11 Boxes Soap 8 cts per pound 385 pounds. 1 piece blue dril 35 yds 25 cts per yard

Sun Sep 29th 1872.

Sighted the Islands of (1) Graciosa. Terceira. St George. Fayal. & Pico.

Mon Sep 30th 1872.

From Mon Sep 30. to Fri Oct 4. lying off & on at Fayal. the lighter came off Tues Oct 1. & took our Oil on shore. 7 casks. (1304 gallons.)

Thurs Oct 3rd 1872.

A lighter came off & brought the following recruits. (50) fifty bushels. Sweet Potatoes. (4) four bushels Apples. (40 doz) forty dozen Eggs. (1) one dozen Watermeleons. (8) eight Chickens. (20) twenty Pumpkins. (1) one Keg Wine. & (4) four bags Salt. (Kidnapped 14 men Portugeese for our crew. then left.

Fri Oct 4th 1872.

Left Fayal has all the rest of the ships to go South we are bound to the 2nd 40. Ground. perhaps every thing has got turned round, have to stear to the Northward to get to the Southward. (Commencing to have pretty queer works on board of this ship. people acting very queer. seems so to me.

A privale log of the

Mon Oct 14. 1872.

At 2 P M there was something very much like the Milky Way, only It was of a Vermilion color. It extended from N.W. to E. brightest at the extreems ends. at 12 M D the center of the circle. (for It was a simicircle) was directly over head, & finally It disappeared just before 3 A M. Short after we saw It again In the N E, but not so bright. Shortly after the Northern Lights appeared In all Its glory. they were sublime, & magnificent. (truly the works of our maker are wonderfull People that travil on the high seas at time see the wonders & workings of our Heavenly Father.

Mon Oct 7. 1872.

Spoke & gammed with Bt Laconia of New Bedford bound home. (15) fifteen months out 200 Sperm. Capt Hamblin sold Capt Kelly Pairs Shoes. (While In Fayal he had so much buisiness to tend to, he did not get his receit for the Oil landed at Fayal from Mr Daboney.) so sent by Capt Kelly to be sent home. (that Is one way to do buisiness.)

Spar.

Fri Oct 18. 1872.

Picked up part of a ships lower mast. the upper part partly burnt, the Carpenter to work making two Davits from it. for the Starboard Bow Boat, five boats on the cranes. (we think of setting the world on fire this voyage. (generally speaking where there Is so much preperations on the the first part of the voyage with a few exceptions. they terminate out at the little end of the horn) I hope not, but every thing bids fair for it. If any one can look In to the future. that there Is not a big voyage In store for us. which I candidly beleave. every thing goes to show so far. that we are not pointed for a good voyage. much as I would like to be a parcicipater of a good voyage. but I have my own thoughts & feelings. which Is best known to my self.

Ship Eliza Adams.

Sun Oct 20th 1872.

The watch is called in the morning at 7 A.M. but some cannot get up til most 8 A.M. for breakfast, keep every body waiting for them, perhaps they think like themselves every body has got nothing to do. If they would go to bed a little earlier, perhaps they would feel a little more inclined to rise a little earlier in the morning, & have a appitite for there breakfast, & not let there children, set them an example by rising before them. It would look a little better, & please all parties conserned in the business. never in all my life of going to sea did I ever saw a master of a vessel lay a bed til breakfast the early bird will catch the worm, & no other.

Fri Sat & Sun 25th 26th & 27th Oct. 1872. The writer of these lines, was taken ill with the — but however he recovered & got well

Mon Oct 28th 1872.

Took the North East trades. LAT 25.48 N.

Sat & Sun Nov 2nd & 3rd 1872.

Sighted & run by Salt & Bonavista Islands, also Isle of Maio some of the Cape Verde Islands.

Mon Nov 4th 1872.

Laying off & on at (Porto Praya) St. Jago Island, one of the Cape Verde Islands, launched the Starboard bow boat for the first time, took the men we Kidnapped at Fayal on shore & shiped them, brought off the following securits

Oranges. — 1700 hundred	Bananas. — bunches, 4.
Cocoanuts, — 300 — do	Sheep — — 2.
Turkeys. — 8.	Pigs. — — — 10.

Now for Tristans

Ci prival log of the

Tues Nov 5th 1872.

The Capt has gave some Oranges to one & all reserving the best & likeliest of them for there own use, his wife picked them over & gave the poorest away. In some respects she Is the worst of the two. (Two well met.).

The Fish we catch & salted on the Western ground, he could not salt, for they stunk, threw them overboard, there goes time trouble & expense, all thrown away, all for letting the 1st Mate have his own way In salting them, not putting enough salt on them

Sun Nov 10th 1872.

North East Trades leave us. LAT 5.45. N.

Tues Nov 12th 1872.

Took the South East Trades LAT 4.25. N.

Sat Nov 16th 1872.

Crossed the Equator LON 25.03 W.

Sat Nov 23. 1872

Spoke & gammed Bk Martha. New Bedford (47). days out

Sun Nov 24. 1872

South East Trades leaves us. LAT 16.46. S.

Fri Nov 29th 1872.

The Carpenter to work making the house on deck longer, this now is the first half of the cabin, & the house on deck that was made to home big enough for all purposes, (but not for them) in this taken off locker on the Starboard side of the wheel to make the house longer so we all could have room in the stern I dont know whether that will be enough the remainder of the voyage, (as the family increases, so must the accomodation

Ship Eliza Adams

homeward bound. The carpenter has put a long window in the forward part of the house so Mrs Hamblin can sit down & look what's going on on deck, she goes over the bow into the Divine Repose. The Boat steerer rushed the Capt for any boards he might have on the steerage boy in the steerage, he did not get but a few boards as they were getting scarce, however he had plenty & made the house larger. that is for mine & his accomodations. The steerage boy can sleep on the chest as he has done ever since we left Fayal. so much for self.

Thurs Dec 12, 1872.

Raised our first Right Whales. In the morning At the 1st Pew. lowered the boats, after chaiseing them some time the Starboard boat struck the whale started to windward and the 1st Off. could not get near enough to lance him after taking him almost out of sight of the ship put & come on board

LAT 37.23. S... LON 25.15 W.

Wed Dec 18, 1872.

Sighted the Island of Tristan d'Acunha.

LAT 37.37 S... LON 11.45 W.

Wed Dec 18, 1872.

Raised Right Whales. lowered the boats shortly after the 1st Officer went on to a whale the boatsteerer did not get the Iron fast slightly. In a few moments he was fast the usual one of those Fierce turns. after a while he got fast & another one succeeded in killing him & brought him to the ship.

Fri Dec 20, 1872

Sighted the Islands of Inaccessible & Nightingale

Inaccessible LAT 37.17 S... LON 12.25 W...

Nightingale LAT 37.22 S... LON 12.11 W.

Mon Dec 23, 1872

The whale sleeps down (27) one hundred & seven bbls.

Private log of the

Sun Dec 22. 1872.

The Capt went on shore (Crozets, & Cecunha) & bargained for the following things. which was brought off In a shore boat

2 bales. Rush Mats
1 Kegg Butter
A few Berries

which he says he got 12. ℔ 50 per bushel

8 doz Eggs.

This In return they got some Coffee. Tea. a bag of Bread. 2 Buckets of Onions. & some Rum.

As the Capt says he Is going to Crozets. & we all look with pleasure & think of his leaving here, & really before the season has commenced here, where he done first rate first out from home last voyage, & the prospects bids fair to get some Oil If we stay, as we have seen (4) four whales since arriving on the ground. struck one & lossed him struck another & got him. (To speak within bounds, there Is (500) five hundred Bbls thrown compleatly away, by our not staying.) If this Is the way we come on a whale ground, & leave It & whales to go to another ground, not knowing whether you will see any whales or not (O sheer nonsense, & down right foolishness) & I am afraid he will be sorry for It before the voyage is up. But he & his better half, has had their heads together & held a counsel of war, & she has ordered him to leave, so leave he must. & this Is the way our voyage Is a going to be conducted. as the adage goes we shall not have enough to jingle on a stone. or to quarrel about.

Thurs Dec 26. 1872.

At 12 M raised Sperm Whales to leward coming to windward did not get any. LAT 36.42 S. LON 00.10 E.

Wed Jan 8. 1873.

Spoke with a Merchant bark Giacomo (Italian) from Genoa bound to Rangoon.

LAT 37.43. S LON 15.05. E.

Ship Eliza Adams

Sun Jan 19th 1873.

Sighted (Prince Edwards Island.) Lat 46° 53. S.
Lon 37° 46. E.

Wed Jan 22nd 1873.

Spoke & gammed with the Bark John. S. Hall. bound had seen Wright Whales. 6 times. & had got three with in a month (off Crozels.)

Sat Jan 25th 1873.

Sighted, Hog Island, Twelve Apostles Islands. Possession Island, & East Island. (Crozels Ists.)

We cannot see how the Whales are not thick enough round here for us (the John S Hall has seen them six times within a month & got three. But, get that Is we dont want them for us, we want to be where they are so thick, that they will almost blow us out of the water. (So now for Desolation) & when he gets there, no knowing, where we will go next. we only came out this voyage, to take a look over these grounds to see if any of the carcasses, had any Whales grow on them (for my part I, I have got to say it I will, I say to the Devil with the ship that sports two captains) whoever live to see the end of this voyage, will see it. I have put my foot in it. & I have got to put up with it, grin & bear it, grin & bear it is the only remedy.

Thurs Jan 30th 1873.

Sighted Desolation. Christmas Harbor. Lat 48° 40 S.
Lon 69° 04 E.

Fri Jan 31st 1873

Furthest south we have been. Lat 48° 52. S.

Mon Feb 3rd 1873

Left Desolation for St Pauls we now bid adieu to frozen whaling for the present & try our luck somewhere else seeing where we are we will visit Amsterdam Is or the

14.

A private log of the.

as well upon Whaling, we shall come off high hon. (with nothing) so here we are at St Pauls for fish.

Sues Feb 4th 1873.

I cannot help penning a little Instance that occured on board of on. pon Desolation & St Pauls. the children was playing on deck & making so much noise, nobody could sleep (It being in the day time) they were spoken to about making so much noise, It being heard old Capt who told them to make as much noise as they like for father owned the ship. Now that was a pretty thing to let the children do being born on the ship, a person don't want to go to sea all day time, after standing his watch through the night. I must say it has about as little a principle as any woman I ever came across. If the father sees fit to correct either of the children, for ever so slight an offence, she always steps between them, & flies off the handle in a passion & has the mumps for quite a while afterwards. I dont know how this kind of work will terminate. I am afraid in a general row, a general dissatisfaction, & I dont know what else.

Mon Feb 10th 1873.

Sighted the Island of St Paul's Amsterdam

LAT 38.47. S.
LON 77.52. E.

sent four boats in fishing & came off with quite a lot of Fish & Crawfish the 1st Officer went on shore, & took a lot of things that was left there from the wreck ship Megaera. that was run on shore there, little over a year ago, taking the said vessel as a English built ship, bound to Sidney.

Below is the list of things taken from on shore

2 Pieces Flannel Cloth
1 do. Blue Cutting
2 doz Suit Jackets
2 do. or more Blankets.
1 large bag of Books.
1 lot of Leaf Tobacco
1 lot of scrubing brushes & handles

Ship China Adams.

Tues Feb 11. 1873

Sighted the Island of Amsterdam St Pauls Island.

LAT 37.52. S.
LON 77.52. E.

Fine days and fishing & got enough of Fish. (more than we can use properly for want of Salt.) each way to St Pauls.

Wed Feb. 12. 1873

Sighted St Pauls again & got a few more things.
Here is a list of the things taken from the Island.

1. Can Tar Oil.	2. Boxes — Chocolate.
3. do Soft Soap.	1. do (Mild) can Chicken.
1. do Bargeon Oil	3. Cans. Mustard.
1. do Colza. Oil.	1. Box. — Books.

1 set of Shoes. Some pieces Duck. a lot of Tobacco.
(Chain. 2 Sides Pork. & a Blacksmith Anvil. &c.

He has gave every one except me, from one to two Pair of Shoes he never asked me if I had a mouth on me. I suppose he gave them the Shoes to keep mum. he gave the 1st Officer a Blanket & a Sack Jacket. & the 3rd Officer a Blanket to keep their mouths shut. he has used the two Sides of Pork. (Ships use) the Tar Oil to tar the rigging of the ship. the Sea Weed. Oil & the Chocolate & all of the Cloths he has kept for himself. & the Books.

He was going to divide the things round when he first got them. But I have never heard anything since about it. he seems to have kept for himself & the Boys shares. I used if you can keep it if you think there is no law in the Land against stealing.

Mon Feb 17. 1873.

Spelled near 11 lbs Fish. & a Keg of Cran Fish.
The fish will not keep for want of Salt. there is more kept than there is use for since they got enough & saved the whole world & lost their own Seal.

6.

A private log of the

Wed Feb 19th 1873.

At 8 AM saw Blackfish, hove up 60 fathoms & half line.

Fri Feb 21st 1873.

Wed Feb 26th 1873.

Saw 4 Sperm Whales, did not get any. LAT 35.12. S.
LON 113.49. E.

Thurs Feb 27th 1873.

Saw 3 Sperm Whales, succeeded in getting two, 1st Officer to Capt the other, a great battle between the 1st & 2nd Officer about stealing. LAT 35.21. S. LON 114.07. E.

San March 2nd 1873.

Sighted Cape Chatham Australia LAT 35.25 S.
LON 116.21. E.

Mon March 3rd 1873.

Anchored in Frenchmans Bay being George Sound Australia, & got liberated the Pilot then it was too late, then went in under command of Preventive Point at the entrance of the Harbor of Albany, at the head of the Sound. Of all the ports this is the worst place I ever had any part in. It was the last place God made & it was Satan might & no more finish it. At 8 PM went ashore after from — Thing & Tug Boats & remaining there all night, the rest of the Officers & Crew ran

Ship Eliza Adams.

Below is a list of [illegible] things (Fresh [illegible]) [illegible] from Mon March 3, [illegible] Fri March [illegible]

Mutton 53 lbs.	Mutton at different times [illegible]
do 40 do.	(43) forty three hundred lbs Potatoes
do 25½ do.	Fruit. Peaches 30 lbs. Apples [illegible] lbs.
do - - 43 do.	(1) one Hundred Onions lbs.
161½	(1) [illegible] Beer & a [illegible]

The [illegible] I have no doubt he has [illegible] [illegible] the ship [illegible] to [illegible] his children [illegible] [illegible] the ship. & as for Vegetables [illegible] [illegible] was [illegible] for the ship they [illegible] [illegible]
The Capt has come out on a cruise leaving his wife behind

Mon March [illegible]

[illegible] the Bark [illegible] [illegible] (3) [illegible] of [illegible] [illegible] (7) [illegible] Lances, & (14) fourteen Harpoons.

Sun March 23. 1873.

Our 1st Officer cannot find neither time [illegible] to read [illegible] the day [illegible] doing nothing, but [illegible] [illegible] on the Sabbath day, he expects to go to Heaven.

Our Officer's [illegible] is any more [illegible] the commander in [illegible] ship. In the morning [illegible] the Captain [illegible] [illegible] [illegible] coming in. But [illegible] [illegible] can afford to [illegible] [illegible] [illegible] [illegible] a [illegible] in shape of thing [illegible] what [illegible] he swears [illegible] [illegible] he is on the side with the Capt [illegible] make you laugh [illegible] [illegible] [illegible] [illegible] afraid of the Capt. that he is just on the point of [illegible] [illegible] [illegible] [illegible] Damage [illegible]

Private log of the

Wed March 26th 1873.

Saw a Sperm Whales, lowered the boats, the 2nd Officer
of his boat struck, came on board unsuccessfull. Lat 34.14 S.
Long 114.10 E.

Fri April 4th 1873.

Spoke with the Bark Vigilant of New Bedford
Capt Thacher 4th year out 1235 Sperm 150 Whale.
Lat 35.22 S.
Gave Capt Jel Capt Thacher have a Box of Tobacco.

Tues April 15th 1873.

Arrived at Albany King Georg Sound. The reason
going in, is his coming here in so short a space of time. (one
month) when we was here before we was going to get Water
and Ballast, we only got the former. I suppose he did
not get it in and so Ballast because he wanted an excuse to
come home to see his wife, it seem as though he can not stop
away from his wife. It will seem as if we are going here
once a month for nothing, all he got here this time, he could get
when he was here before, (never mind) I think a Captain looks
after the welfare of his wife more than the interest of the voyage
It is a sad time to all get, as we are playing a cruel game,
on our part I wish them no harm, but all I wish I had never
seen them. If I could have my way I would have them wife &
children in the middle of Capt Jel, we would get a rare letter
this time now (I dare say) as it was all over
but we arrived here for first time, but we had not arrived
when seen us & said it he could meet his Cousin In the
Flander, who was going home, he would send her home with him
but I fear we all wish to have met him here, in the end
I am the gainer will be, I shall have much satisfaction
we would have drawn to see them get go, every Thing would then
go with pleasure, but I must not trouble you more.

Ship Eliza Adams.

the Capt has bought (1) cords of Wood for the ship

Fri April 18, 1873.

the Capt's children came on board the Capt has had very
large and is go with us for a ship to visit them
for her, & may she always stop on shore.) we took our anchor & went to sea

Mon April 21, 1873.

Raised Sperm Whales, going to windward quick, & so
did not lower.

LAT 34, 48. S.
LON 122, 30. E.

Wed April 23, 1873.

Sighted (South East Island & Pellews Rock.

LAT 3, S. } 3 sh
LON 123, 8 E. } E. Island

Thurs April 24, 1873.

Spoke with the English Bk (Effie) 4 days from
Capt Morrisson 7 months out 70 bbls sperm.

Tues April 29, 1873.

Spoke & gammed with the English Bk (Levant Hunter)
4 days from Capt Fuller 2 months out 150 bbls sperm

Wed April 30, 1873.

Spoke & gammed with the Bk (Canton) 4 days from Bedford
Capt Upham, (2½) months out 450 sperm.

Mon May 12, 1873.

A lolal Eclipse of the Moon. commenced at 6 P M
and about 7 P M. visible here. LAT 34, 44. S.
LON 123, 43 E.

A private log of the

Friday 23. 1875.

Saw a Sperm Whales, lowered the boats after a while the
Starboard Boat, Boat steerer darted a very fine chance the Iron just
broken him. It being a very long dart, (after chasing a while the
Starboard Boat had a good chance, went on, the first Iron never
went fast the whale, the second Iron went in but not through
the blubber when a strain came on it. It came out. (a large whale.)
there was fault with men in both ends of the boat, at any rate if the
boat irons had gat both irons into the whale, whild the boat would get the
main, shortly upon round the boat would succeed in killing
him but him to the ship, a little while upon this the Capt had a
word with the 3rd Officer for giving on to them whales in the morning
when there was only two of the whales out of the three of which he
said he took his chance, (when there was three boats on the whales
he is mistaken) when the said boat reached, after upon that night he
took the Starboard Boats Boatsteerer out & sent him to go in his boat &
put a man from forward (Peter) that had been acting Boatsteerer to
go & act as Boatsteerer in the Starboard Boat. Never saw a man
more angry as was at this judgment overbearing as that man was
through the day, he took the Boat steerer out of the 3rd Officers boat
& sent him to go on board. now that was only the first time we
have raised whales, & lowered we then things have gone wrong with him
the boats are never in the right place, the Officers dont act right &
act as though they dont want to get any Oil. If I had the Officers &
Boatsteerers I had last voyage, & something to that effect all the time
for my part I am sick tired & disgusted with the proceedings of this
voyage, for my part I never was used to such things. Grumbling &
Grunting about things that cannot be helped. It makes men on board
of this ship unsatisfied & unhappy. (very sad tears indeed.) Oh! it do the
best I can, towards getting Oil, at any rate with all the dissatisfaction
we will get all the Oil that is intended for us. we must do much
better, let us hope to do better for next [illegible]

Ship Elisha Adams.

Sat May 24th 1873.

Raised Sperm & hales, ahead did not [illegible] Lat 41° 44' S.
Lon 118° 32' E.

Tues May 27th 1873.

The 1st hale stood down 62 [illegible] sixty for towards us [illegible]

Fri May 30th 1873.

We are running E with the Prevailing (Steady) I dont know what will come next. I suppose to Mauritius & carrying the usual mixture of living, nothing new

Another thing that Sailors dispise as much as any thing on board of a ship is a leaky ship. The ship has had a leak ever since we left home, & it has been increasing steadily ever since (as it usually does) what makes the leak is how the leak is nobody knows, & how it seems it will leak so much, then again it increases. The most we have sounded is 15,(15ft) sixteen. I dont know what I will be in it. If it goes on increasing, as it has been there will have to be seaming done before long. To think of sending a ship out for a voyage of four years, & leaking when she leaves home, is anything but right. If it is paid enough to go to sea to bear all the hardships of the Ocean, & not to have to pump a leaky ship, out them to sea. living so dreary & eating the [illegible] the land produces, think seafaring people have nothing to steal, their ships, or at least as it the most they can steal would find if they had to go to sea enough to sustain pumping their leaky ships, not knowing what moment they may be our coffins. Agents had ought to be Imprisoned & heavy fined for sending ships from home in that condition Never mind [illegible] her up, give her a coat of paint, get the Insurance & away he go one of their ships not worth [illegible] whether they ever get to their ports or not, makes a great [illegible] Oh sea is hoped to anyway I dont get the Insurance.

A private log of the

Tues June 16. 1875.

(One year out with 150 Sperm, & 100 Whale at the end of the voyage (2 years in mind) at this rate we will be as bad as the B[ritish] Line last voyage. (And another thing makes us all feel dissatisfied. As of the death he got at St Pauls. he was going to divide it among the crew. but said he would not until we came out of port (King George Sound.) for he said the crew would sell it. & that is the last we have ever heard of it. that was last February. since that time, we have seen it worn round the decks, made up for the sailors to wear. the oldest boy has a suit of the woollen cloth made up. & the year past had a suit made, of the blue drilling. & we have seen some of it as patches on pants worn round the deck. the boys have had one or more suits of that blue drilling made up. (out of the Slop Chest) the ship has to pay for all. (So on every dog has its day).

Sat June 26. 1875.

Raised Sperm Whales ahead going to windward did not get any

LAT 34.47. S.
LON 122.25 E.

Just before lowering, the Capt & Fourth Officer had a few words between them, about the former going in the, tallers boat the tallor told him, if he thought he did not try to get it, that he could take the boat & he would go in the other end. the former did not like it much, however. all talk was stoped for the present, all the boats was lowered with their respective officers on board unsuccessfull. at the supper table the conversation resumed by the former. the tallor told him he had been listening to other peoples stories at the same, believing them but would not listen to the truth the talk became so loud the former told the tallor to stop talking, which the tallor did & that was the end of it. since then things have been happy to state gone on a little smother may it last.

Ship Alina Crowell.

Mon June 30. 1873.

Raised Sperm Whales ahead going to windward shortly after lowering the 1st Officer reported the boat's mast fell down, on the boat coming up to us found the mast broken off about 3 feet from the deck carried away and the whale lost (very good appearance)
Lat Observation

Thurs July 3. 1873

Raised Sperm Whales to windward, lowered the boat which after lowering the Starboard Boat chased towards him up & took him along side. LAT 31.58 S.
LON 121.53 E

Mon July 7. 1873.

The whale stowed down 80 seventy bbls.

Sun July 13. 1873.

Spoke a yo med English Bk Osley, nothing seen or saw her last

Mon July 14. 1873.

Capt Jamieson of the English Bk Osley of Hobart Town low a cask of Bread also some men out of our cask & bar on board, making in all ( ) lbs.

Tues July 15. 1873

Saw Sperm Whales, raised of the Bk Canton going to wind ward did not get any.

Fri July 18. 1873.

Spoke yo med the Bk Canton, nothing seen or saw her last.

Fri July 25. 1873.

Raised Blackfish got 15 making 2 bbls.

Sat July 26. 1873

Raised Sperm Whales off the Lee bow lowered but did not get any.

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Co private log of the

Sun July 27th 1873.

Hairs Sperm Whaler to windward going to windward, lowered & chased them till dark, unsuccessfull, at dark came on board.

Tues July 29th 1873.

Co anchored at Albany King George Sound.

Mon Aug 11th 1873.

The Captains Co had a Calf, a Bull.

Thurs Aug 11th 1873

Sold to parties on shore the following articles.

Co coil of Towline — — — — —

(8) Eight oars, (4) four, (17) seventeen, (2) two, (16) sixteen, (1) eighteen, & one (22) twenty two feet Oars — — — —

(3) Three Lances. — — — — —

Thurs Aug 14th 1873.

Took our Anchor & went to sea, minus (5) five men.

Mon Aug 18th 1873

Touched at Albany, In the evening, & sent a boat with the Capt on shore, staid over night, next day came on board, bringing with him (3) three of the runaways. (Blacksmith, Scotchie & Jasper.) the other (2) two he does not want.

Wed Aug 20th 1873,

Signaliged a French Bark, steering to the W.

Fri Sep 26. 1873.

Anchored, King George Sound

Ship China Cadams

Sat Sep 27. 1873.

In heaving up the Cinchor to go down to Possession Point, we parted the Cable, (a link that connect the chain to the Cinchor.) There was a flaw in it. misfortune does not come single handed. the truth is, we had no business here at all. (4) four times here in 6½ months.

Sun Sep 28,, 1873

Sold to Capt Leapham. Bk Canton
Tobacco. (One Box. 74 lbs)

Wed Oct 1,, 1873.

Cil & Co hove up th Cinchor, after the Capts wife & family. made all sail bound to Cape Leeuwin.

Tues Oct 21st,, 1873.

Sighted South West Cape, Van Diemans Land.

Thurs. Oct 23,, 1873.

Cinchored Hobart Town, Van Diemans Land.

Thurs Oct 30,, 1873

Took our anchor & went to sea. minus (5) five men. shiped (2) two. one a Carpenter, the other a seamen. while lying there he sold (13) thirteen Grindstones. weighing (1850) one thousand eight hundred & fifty pounds. & a Kedge anchor. which he exchanged for a larger. (the Capt could not afford to give me liberty. no oil, poor luck) we have had liberty once in (17½) seventeen months and a half. and the Lord only knows when we will get any more. nor will we get some (I'll all right I suppose (I It looks mighty bad)

A private log of the

Wed Nov. 12. 1873.

Ever since we came out of Hobart Town. the men that refused duty, & requested to see the Consal. while lying there. & he came on board. but he gave them not the satisfaction they wanted but however they went to their duty. have had no watch below In the daytime since we came out, & have been kept to work scrubing the Try-pots, cleaning all the Iron work belonging to the ship or about it, for punishment, In all kinds of weather, raining, blowing, when the ship Is shiping seas over her. they are kept to work pounding Iron, In all of that, wet through, & some of them hardly a shift to put on. Is dealing with them, every way bad jast, To day he dealt out Tobacco, he gave them none, nor clothes he says, he will not Issue out till we get some oil. Now this Is laying the old adage on the shelf, wich says, do unto others, as you would others do unto you. the men are dissatisfied, no wonder. the way they are humbug. there will not be a port we go to, but there will be trouble with them.

Now he has got a three wheel gocart, to cart the calf round In. & that rumbling over your head, your watch below. Is any thing but pleasent. to day the cow requested the man to the wheel not to strike the bell so hard, It would wake up the calf. Years ago a mother would look out & tend the child herself, but here It takes four. This world Is getting full of sin, & people are getting wickeder & lazier every day, such people one would judge, makes their hell on earth, & go to a like place when they come to die. now the way things are being conducted here, God will never let them In their undertakings prosper. the Cow goes on a spree once In a while, & cant leave her bed or come to the table In three or four days. the vituals must be carried to her. poor woman we all pity her. but the way we pity her. we wish her & all of the tribe In the heart of Cape Cod buried up to their necks In sand, & not to get out for one while Is the sincer wish of your humble servant.

Ship Eliza Adams.

Sat Nov. 21. 1873.

The Capt made known his wishes to the Black listers, In this wise he wuld debar them from having a watch below in the daytime. also an Injunction on Tobacco. & a Prohibitory on wearing utensils. until some of them raises a Whale. If it is not In five years. If we dont get any more Oil then they wish us, their will not be much Oil to quarrel about.

Thurs Nov. 27th 1873.

Raised a Right whale off the lee bow. going to windward lowered three boats, but came on board unsuccessfull. Lat 41°55 S. Lon. 165°04 E.

Sun Dec 7th 1873.

Raised Sperm Whales. lowered the boats the 1st Officer got fast succeeded In killing him & took him to the ship while cutting him In. the Whales hove In sight again. the 1st & 3rd Officer lowered. the 1st Officer struck, killed him & took him to the ship, next day finished cutting them In both of them In sight of (Solander Island.)

Sat Dec 6th 1873.

Raised Blackfish. the 2nd Officer got one.

Tues Dec 2. 1873

Sight Thompson Sound west coast New Healand

Lat 45°11 S

Lon. 166°58 E.

Sat Dec 6th 1873.

Sighted (Solander Island) South end of New Healand.

Lat 46°28 S

Lon. 166°33 E.

Sun & Mon. 14 & 15. 1873

The two Whales stowed down, on hundred & ninty five (195) bbls.

Private log of The

Fri Dec 19th 1872.

Raised Sperm Whales off the lee bow, lowered the boats the 2nd Officer went on to a large Whale, the Boatsteerer put one Iron In but not enough to togle came right out & away went the whale, came on board, shortly after lowered again for another one, but did not see him after lowering, It being rough LAT 46°56. S.

Sat Dec 6th 1873.

Sighted Stewarts Island, south end of New Zealand

Lat. 47°17. S.

Wed Dec 24th 1873. Lon. 167°16. E.

Sighted, Snares Rocks, south end of New Zealand.

Lat 48°06. S

Lon 166°20. E.

Fri Dec 26th 1873.

The old woman has requested the Steerage boy not to get Into Oil, or dirt, because she wanted him for the express purpose to wait & tend on her, lazy carcass, & hold the Calf while they get their grub, she never holds the Calf at the table, (a trick she has learnt since leaving home) If It comes to the table at all, It Is In the arms of Its father, She has not gave It suck for three months, feeds It on Condensed Milk, we all know the reason for It, they are not satisfied, or ever will be, til old age puts a stop to It. Talk about being sick, you would look with wonder, to see the grub go to her while In bed, enough for two ordinary women, (well woman) & when she does come to the table she has as much brass, as though she was there every meal, If their ever was a lazy woman In this world she Is one of the blackish kind, & a pretty example she Is setting the children growing up round her, they suppose It is Mother Is sick (where Ignorance Is a bliss, tis folly to be wise) & still I stop as the Sailors we don't know no better, there Is nothing about her traits but what we know, all we do no, ow of her, Is nothing good I assure you.

Eliza Adams.

Mon Dec 29th 1873.

Raised Sperm Whales. off the lee beem comeing to windward lowered the Boats (3) & chased them til 9 (1) PM, unsuccessfull.

In sight of Solanders.

Same Day.

Raised Sperm Whales. off the lee bow, did not lower.

In sight of Solanders.

Thurs Jan 1, 1874.

Raised (2) two Right Whales. off the weather beem. lowered (4) four boats & chased them til 4 PM came on board as we were.

Snares Rocks In sight

Fri Jan 2, 1874.

Raised Sperm Whales. off the lee beem going to leward Sowing strong. lowered the Starboard Boat, got to windward of the whale, then run down by the whale & luffed round his head, had a slight chance, got one Iron In slightly. It held long enough to take out one tub of line, then came out. That was the last of the whale. the Capt was In the Boat, & that is his way of going on to a whale, no sensible man would dare so, but would gone In behind him, (the new fashion way. & a little Oil I am afraid will come by it. better stop on board.)

Between Solanders & Snares.

Sat Jan 3, 1874.

Raised Sperm Whales. off the lee beem, lowered, & shortly after the Midst boat struck one. turned him up took him to the ship laid by him that night. the next day cut him In. one of the Boatsteers got his foot jammed, on deck.

Off Solanders.

Wed Jan 7, 1874.

Raised Sperm whales off the lee beem going to leward, lowered the boats, chased them til 9 PM then came on board did not get them.

Off Solanders.

30.

A private log of the

Thurs Jan 8th 1874.

Raised Sperm Whale off the lee beem, lowered the boats & chased him til dusk then came on board, the Boatsteerer belonging to the Waist Boat stuck one of his head Irons in his leg while lowering down, the 4th Officer went in his place.

Between Solanders & Snares.

Fri Jan 9th 1874.

The Whale stowed down (136) one hundred & thirty six bbls. a noble fish.

Wed Jan 14th 1874.

The Capt & Steward had a few words between themself, concerning one of the children (Vanie) who went in to the pantry, took out some Butter with his fingers & put it on a piece of bread, then wiped his fingers on the paint work. the Steward caught him at it & spoked very loud to him, the boy called him a dammed old bald headed bugger, the Steward corrected him, who went & told his mother, & she made it known to head quarters, & the two had a few words at the dinner table, the boy frequently uses blasphemous words, & then denies it, in this case he is all to blame.

Sat Jan 17th 1874.

Raised Sperm Whales, off the lee beem comeing to windward lowered & chased them til they went out of sight to windward, then came on board at 7 A.M. at 1 P.M. Raised Sperm Whales, off the lee bow comeing to windward, lowered the boats, & after chaseing them til most sunset, the 1st Officer got fast one Iron, the whale sounded took about a boat all his line the Iron drawed, boats came on board

In sight of Solanders.

Sun Jan 18th 1874.

A gale of wind from the N.a (Hurricane) stoved the stern of the Row Boat all to pieces, broke the gunwale of the Waist stove a hole in the Starboard & Lowboards boats.

A gale of wind

Ship Eliza Adams.

Sun Jan 25th 1874.

Raised Sperm Whales off the lee bow going to windward quick, lowered the boats & chased them till dusk, Then came on board

In sight of Solanders.

Mon Jan 26th 1874.

Raised Sperm Whales to leward going to leward, lowered the boats, shortly after the 1st Offices struck turned him up, blowing strong & squally, got the line to the ship, bent also another one, parted the sail, shortly after the line parted, did not lower for him, blowing hard.

In sight of Solanders

Tues. Jan 27th 1874.

After cruising till 1h P.M. we raised the last Whale, made three attempts to get him alongside, finally succeeded, shortly after the Iron came out of his head, & the line from the flukes [illegible] out, Then gave Wap, & let him go did not see him after that.

In sight of Solanders.

Wed Feb 11th 1874.

Raised Sperm Whales, to leward coming to windward, lowered the boats, after a while the Starboard boat struck the Iron went in but slightly, a slim chance, In a little while the Iron came out, shortly after the Larboard boat struck turned him up took him to the ship, & laid by him all night next day cut him in

In sight of Solanders.

Thurs Feb 12th 1874.

Spoke an English brig (Wave) from New Castle bound to the Bluffs, Stewarts Island.

In sight of Solanders.

Fri Feb 13th 1874.

Raised Sperm Whales, off the lee bow going to leward lowered the boats shortly after the first boat struck, In sounding the line parted then came on board.

In sight of Solanders.

A private log of the

Tues. Feb. 17th. 1874.

The Whale stowed down (135) one hundred & thirty five bbls. at 6 P.M. while stowing down caught 08 fourteen Porpoises & raised Sperm Whales. off the lee bow. lowered the Waist boat & chased him a little while. It being dusk. came on board.

In sight of Solanders.

Wed Feb. 18th 1874.

Raised Sperm Whales. to leward. lowered the boats, after a little while the Starboard boat went on the Capt being In the head of the boat, the whale comeing towards the boat, the Capt never darted in vain, the boat waited off to far from the whale. after a while the Larboard boat struck, the Starboard boat, (the Capt not being In the head of the head of the boat, went on to the past whale. taking him head & head, the boat got on to his head & got capsized, none of the men lossed (a carless trick) rolled the boat over bailed the water out lossed the Bomb gun, the Scarce gun, jib, & a few miner articles, came on board. the other boats turned him up & took him alongside. laid by him all night & cut him In the next day

In sight of Solanders.

Tues Feb. 24th 1874.

The whale stowed down (117) one hundred & nineteen bbls.

In sight of Solanders

Sat March 7th 1874.

Commenced Port William Stewart Island New Zealand.

Fri March 13th 1874

Three men deserted one a Boat steerer with a boat, the boat was found next day on the beach three miles away.

Tues March. 17th 1874.

Sailed from Port William New Zealand.

Ship Eliza Adams.

Tues March 17th 1874.

Anchored Patterson Inlet Stewart Island New Zealand

Wed March 18th 1874.

Caught the 3 three men that deserted, the Capt came on board with them, then took our anchor & went to sea.

Thurs March 19th 1874.

Raised Sperm Whales off the lee beem, lowered the boats shortly after the Starboard Boat struck, turned him up took him alongside flaked him and squared away for Port William, next day the 20th arrived at Port William.

Sun March 22nd 1874.

To day while trying out the steward made known to the Capt that there was 6 Onions missing, the Capt requested the 1st & 2nd Officers to proceed into the forecastle & diligently search for the Onions missed, while down their the Capt let his tongue loose on the crew fore & aft. he called them the lousiest thieving buggers that ever was collected in a ship, he was sorry he had got a drop of Oil, he said they should go with him another season then they could all go to Hell. The 1st & 2nd Officers came up and reported they had found a few Onions. them that they were found upon, are to be kept on deck their watch below. it is a good way to keep a crew. no wonder they run away.

Thurs March 26th 1874.

The whale stowed down (1) one hundred and bbls.

Fri March 27th 1874.

Sailed from Port William New Zealand.

Sun March 29th 1874.

Raised Sperm Whales to leward, lowered the boats & chased them till 2 PM when the Starboard Boat struck, turned him, at dusk took him along side & flaked him.

In sight of Solanders.

A private log of the

Mon March 30. 1874.

Got all ready to cut in the whale it is blowing strong strong & a heavy sea'll did not commence on him, concluded to wait a while, at 5 P.M. got a piece of the Cable on him, the kept off for Port William, running under short sail, at 11. P.M. the Cable parted & we lost him. (If he had started when we first got the whale we would been to Port William now, as it is we have lost the whale. his way of doing business, just at night to commence to do a days work.)

Tues March 31. 1874.

After cruising from daylight till 11. A.M. we found the lost whale, after a while got him alongside, & fluke chains on him again & started again shortly after the fluke chain parted, but the chain not hold him, got up a piece of the other cable & put that on him, & started again. towing the whale astern, with a long scope.

Wed April 1. 1874.

At 5 A.M. anchored Port William, with the whale, after all our trouble with him, the whale is nothing but a Stinker, now all swelled up & busted,

Sat April 4. 1874.

The Whale stood down 60. ninety one bbls.

Mon April 13. 1874.

Sailed from Port William New Zealand.

Mon April 13. 1874.

At 2. P.M. the weather being bad & threatning & a strong head wind, we squared away for Port William arriving there at 7. P.M.

Fri April 17. 1874

A boat from alongside the ship, belonging ashore, was missing search was made but it could not be found.

Ship Eliza Adams.

Mon April 20 1874.

Sailed from Port William, New Zealand. at 8 A M. started to work out through the Straits but the wind being ahead & fresh. gave it up & squared away to go round Stewarts Island. every thing went well till we arrived off the S & Eastern most point. then we came to the wind on the Starboard tack, heading to the S & W. with a heavy head sea to contend with carrying whole topsails through the day to make the (Traps.) before dark. at 2½ P M raised the (North Traps) a little off the lee bow. we could not get to windward of it as he wish to. so he kept her off & run to leward of it, then hauled up on the wind to weather of the (South Traps.) at 4 P M raised the (South Traps.) off the lee bow, after working by them so as to fetch them off our lee. when he got timid, fraid she would not go by. so squared away to run to leward of it. when he thought he had run to leward far enough he luffed to the wind again at this time it being dark, he thought he was all right, he began to take in sail, whil the men were upon the yards reefing the topsails they saw the Breakers. (South Traps.) off the lee bow, & closed to. put up the Helm quick as possible & she payed off. just went clear. had not the men been up aloft, we would not of seen it until it was to late. on deck. two moments more and all would be over with us in this world. the ship would been crushed to atoms the first breakers. as the sea was breaking fearfully over the rocks. & no boat could live in that sea. the North Traps are 11 miles S of the S end of Stewarts Island, & the South Traps are 16 miles S. of the North Traps, the wind was W N W. & we was heading S W. all the fault is with the Capt being to confident, but after all is over make light of it at 6 A M hauled on the wind under easy sail, again Our lives are saved, to Him we give all praise.

A private log of the

Fri April 24th 1874.

(At 12. M found our Lat to be 47m 54. S. 12 miles to the N of the (Snares.) it blowing hard at the time from the W.W. weather cloudy & raining not knowing what our Longitude might be he thought it advisable to run off & make the rock before dark, & run down by them, then haul up on the wind again, rather than to stop to windward, not knowing whether our reckoning was correct, & perhaps drift on to them before morning, he thought it advisable to run off. accordingly at 1h P M we kept off, running under bare poles, with the exceptions of storm sails to the S & E, thinking to run down between the Snares, & Stewarts Island. at 2¼ P M. sighted the land (Snares) off the Starboard bow, a small Island, the ship was immediately hauled up on the Port tack to get clear shortly after another Island hove in sight off the same bow, in an instant another one was seen ahead, no hopes to get clear of them that way the helm was put up immediately & went round on the other tack steering W. to keep clear of some more rocks, that project out to the S & W. of the larger ones of the Snares, which was close aboard of as a little forward of our lee beam. If not setting the fore & Foresail as quick as could be set, our beleaf are she would not drawn by the rocks was not over a half or three quarters of a mile off, the sea at the time was making a clean sweep over the rocks, no ship's boat could withstood the fury of the gale, or the breakers upon those rocks, or mortal man, a moments. If it had been thick at the time, as it was before or after we made the land, nothing could saved us from being dashed upon the rocks, & no one left to tell the tale, Let this be a lesson to him for it is twice within four days, we have come within an ace of being sent to our long home, all owing to his stubbornness, & headstrong work, and allowing our lives would been spared, but the ships & all we have been working for so hard, gone, but few in this world would give us a sigh, towards alleviating our distress or condition. In his hands we are safe, otherwise not.

Ship Eliza Adams.

Sun May 3., 1874.
Sighted Pt. Cook on the West coast New Zealand.

Tues May 12., 1874.
Sighted Three Kings Northern end New Zealand.

Thurs May 14., 1874.
Anchored Bay of Island New Zealand

From May 16th to 23., 1874.
Transhiped our Oil per Bk Rainbow. (152) one hundred & fifty nine casks. (971) nine hundred & seventy one Sperm. & (46 1/2) forty six Whale. & (600) six hundred lb Bone.

Shortly after arriving here. after the whole tribe went ashore the Capt must have a Flag on shore to hoist up when he wants the boat, or anything, he wants to act the part of Comodore, next the Steerage boy must go on shore every morning to look out for the calf. she dont want the trouble with it, as long as she can get it out of her sight. so infernal lazy but she has got to get up a little earlier mornings there then on board the ship, or go without her breakfast. they say to the Hotel, she is the first one to the table, and the last one to get up, she has gone the most of the night to a Ball, and left the child abed to cry or sleep. their children ar spoken of on shore as the worst behaved chisdren they ever saw, selling the dogs on to peoples geese trying to break other chisdren's fingers, and calling each other names which i debar from writing, They have no bringing up or manners, they go at their own head. boy that aught to be to home at school, are kept out here on board of a ship to learn nothing but devilry, new way of bringing up children, modern times, Cape Cod fashion.

A private log of the

Sat June 20. 1874.
Sailed from Bay of Islands. New Zealand

Mon June 22. 1874.

A new dodge, took the Steerage Boy from the steerage and put him in the Cabin to wait and tend on the Capt family, she cannot get along without a servant to wait and tend upon her personally, she is not able to do her work now. (We people that go to sea have to work so hard for our Money). this remark she said a short time ago. the only hard work she does is eating and bed fatigue the latter more than any other woman in this world. Took one of the men out of the forecastle (Jim) and put him in steerage boy.

Sun July 12. 1874.

There is a great many kinds of people in this world, we have a specimen of some here. for instance, (Lazy people) beats everything i ever saw. after having all night in (especially these long nights) cant get up at 7 (h) in the morning when the bell rings but lay in bed and soak for half or three quarters of an hour afterward, keep the table waiting for them, (likewise keeping the Officer that has been on deck two thirds of the night, til after 8 (h) mornings before he can get below. is in the eyes of the ships crew anything but right,) a pretty example to set their children to lay abed in the morning, but parents dont bring there children up now days they let them do as they like, (only not to make any trouble for them) then they are good children, (such as are on board here, for instance.) No one cant say they dont know better, for they do, they have got such a stubborn will of their own, and overbearing in there ways they think nobody knows any thing but themself. and finally they have but very small conscience, or they would act diferent get up in the morning as other people would do, and look out for their children, Alas truth is stronger than fiction.

Ship Eliza Adams.

Tues July 7th 1874.

Signaliged a French Bark steering to the N.E.

Tues July 14th 1874.

Sighted Cape Howe. South East end of Australia.
Lat 37.30 S.
Lon 150.07 E.

Tues July 21st 1874.

Sighted Cape Pillar, S.E. end Tasmania, Lat 43.12. S
Long 148.02 E.

Sun July 26th 1874.

Saw a Comet at 6 A.M in the Eastward, about one hour high
of small magnitude Lat 42.12. S. Lon 145.07. E.

Mon July 27th 1874.

Again the pen yields its sway, & commits its will to be shown on
paper & illustrate the life & caracter of particular persons, of Gods
image & also to show their actions of late, although the deed is old, only
growing more & more disagreable of late, As it has been made known
before, by pen & ink, the writer will only make a few brief remarks con
cerning of late, & spoke of certain persons lying in bed mornings, letting
the husband get up dress himself, then dress the young one come on
deck with the other children, keeping the Officers waiting for their
breakfast, especially the one to look out for the ship till 8 A.M, & after
every morning, no one can think but some of them actions, must at
times, come up before his vision, or is he so void of thought or feelings
that Officers will not talk of such proceedings, the other better half still
lying in bed till 9 and after, a pretty example to set their children growing
up, I begin to think, shame & them has fell out, or they never had any, or if had
any do not make use of it, if she can be surrounded by servants, she is
happy, and by making her happy, she makes every one else miserable
what do I care for that, as long as my ends are answered, a year would
not live in, but it contains some very disagreable & contemptable people in it

Private log of The

Wed Aug 5th 1874.

Sighted Kangaroo Island, Lat 36°55 S., Lon 137°10 E.

Tues Aug 11th 1874.

Sighted Greenly Islands, Lat 34°46 S. Lon 134°15 E.
saw two Comets both of small magnitude, one was seen at 1 A.M. bearing S.E by S. working to the N. the other was seen at 8 P.M. bearing S.S.W. & travilling to the N. they both were about an hour above the horizon. they were seen very distinctly with the Glass.

Fri Aug 14th 1874

Murder will out, so will facts & truth float to the surface, & have a sediment or lees, or rather i should say lies, at the bottom. It is now most two months since we left Bay of Islands, and the woman has not been to the breakfast table since we left. (well and hearty you would say, to see the amount of vituals goes into her, to eat before she can get up,) and if it is Monday which is wash day with her, she has to be braced up with some stimulants to screw her mind up before she can begin to wash, or to finish with the work, then she can go ahead like a railroad, neither one has any control over their children in a sense of speaking. they go all over the ship, when they had aught to be kept aft in their place, and they are getting very profane in their language they use. but you cant make their parents beleave it for they say they dont hear it, (and i am giving to think, if they did, it would not matter much, only in the eyes of other people, there is different ways of bringing up children, and they have got a way of their own (that is, to let them grow up and run to their own head,) and if there is some outside their family circle thinks the youngest almost an Angel or next thing to perfect (if it were their own children, i hardly think they would think so much of it,) (if not a perfect mockery,) in the eyes of the parents, only to gain favors. Sea faring life of now days, and a few years ago. O what a contrast. then a person got along by his own merits and industry, now it is by creeping, crawling, gaining favors underhanded and every thing else that is bad, (such is life) seafaring life is about played out, it looks so.

Ship Eliza Adams.

Sat Aug 14, 1874.
Spoke an English Brig (Steamer) Rescue, from Leeds, 115 days out bound to Melbourne Lat 38, 54 S
Lon 140, 27 E.

Fri Aug 27, 1874.
Sighted Sou West Cape Tasmania. Lat 43, 34 S
Lon 146, 06 E.

Wed Aug 26, 1874.
Spoke the English Bt Cisia whaler of Hobart Town

Thurs Aug 27, 1874
Saw Sperm Whales, raised by the Bt Cisia, did not lower.

Tues Sep 8, 1874.
Anchored Hobart Town, Tasmania.

Wed Sep 16, 1874
Went on the Marine Railway

Tues Oct 13, 1874.
Came off the Marine railway

Tues Oct 27, 1874.
Sailed from Hobart Town. Tasmania

Sun Nov 8, 1874.
Sighted Solander Island.

Tues Nov. 10, 1874.
Raised Blackfish 1st Officer got one. 2nd Officer got two. 4th Officer got one, four in all.

Fri Nov. 13, 1874.
Raised Whales of some kind did not lower, got at night.

A private log of the Sat Nov 14,, 1874.

Raised Sperm Whales off the weather beem going to leward lowered the boats & chased them til sunset, the whales saw the ship or heard her & started to windward, at dusk came on board as we were in sight of Solander.

Wed Nov 18,, 1874.

Raised Sperm Whales off the lee beem going to leward, lowered the boats, shortly after the 1st Officer struck the whale commence to run none of the other boats succeeded in getting fast to him, at the same time the Capt waised two of the boats to go after the loose whales, remarking that he wanted two whales, one would not do him, after being fast to him little over an hour he scounded and took all the line, & a drag bent on to the end of the line the whale going to windward, wind increasing, and a chopy sea the boat came on board. (If he had kept the loose boats with the fast boat, no doubt we would got the whale, he being so avaricious to get two we got none, one bird in the hand is worth two in the bush,) shortly after coming on board raised some more whales to leward coming to windward, lowered the boats & laid for them, when the whales came up they were a mile off the ships weather beem, called the boats on board, so ends this day,

Lat 46,, 38, S
Lon 166,, 42,, E,

Mon Nov 23,, 1874.

Passed by South Cape Stewarts Island.

Wed Nov 25,, 1874.

Anchored Akaroa New Zealand. we came here for the express purpose to land the Capts Cow, so she could calf again, and for the children to go to school, (a blind) the theory is good but my belief is, little do they care about it at present, could not leave her in Hobart Town, but must come away from the cruising ground, & come to this insignificant place, to stop on shore, where everything is as dear as it is in Hobart Town, the idea is they want to be in a place where no one knows them, for where they are known, there room is bene then there compas-

Ship Eliza Adams.

nd before we come back there will be another one added to the firm. But one thing ertain we will have a little peace now, and thank God for small favours. ey know long ago there is hardly one on board but wishes them out of the ship e are comming in here next March to get her again. Then our misery will mmence again, but we must not meet adversity half-way, or the Devil at e door. they are gone, i hope it was for good.

Fri Nov. 27.. 1874.

Sailed from Akaroa New Zealand.

Sat Nov 28.. 1874.

Raised Sperm Whales to leward going to leward. (S.) lowered the boats shortly after the 2nd Officer struck, succeeded in killing him & took him to the ship, in the meantime two boats went after the shoal, going to windward. did not get a chance to get on whales going quick. came on board at 12 M. at 2 P.M. got ready & commenced to cut in, at 6¼ P.M. finished cutting him in, 4¾ hours cutting the whale in, quick work, we have got no one to bothers us now.

LAT 45.. 0 S.
LON 172.. 14. E.

Sat Dec 12.. 1874.

Raised Sperm Whales off the lee beem lowered the boats, & shortly after the 4th Officer struck, killed him & took him to the ship after getting all ready hooked on & commenced to cut in. Stewarts Island bearing W. the E. 15 miles distence, weather looking & proving bad drifting towards the land all the time broke the Blubber Hook then at 4 P.M. kept off steering along the land W. & E. i got to leward of the Island cut in when it was smooth, weather rainy & foggy, towing the whale with hauser a fluke chain & one of the anchor chains Solander bearing when we got the whale N.N.W. 25 miles distence

In sight of Middle & Solander Islands.

Sat Dec 5.. 1874.

Spoke & gammed with the Bk Matilda Sears 16 months out 2200 Sperm.

Ct private log of the

Sun Dec 20th 1874.

The weather had & rainy with fog, wind dying out currant & swell setting us on to the land, got up the & bent the Port chain at 4 Ct PM let go the Lenchor in (8) thirty five fathoms water, 1/2 a mile from the land commenced to cut in again, a light brees at 11 Ct PM from the N E, got the body in, then took the funk & Case on deck at 5 PM hove up the Lenchor & at 6 PM came to Lenchor in Port (Pegasses) on the S side of Stewarts Island in 30 fathoms water baired the ease &c. (Port Pegasses is a fine harbor, plenty of water, & a shelter from all kinds of wind or weather, plenty of fish &c.

Fri Dec 25th 1874.

The Whale stowed down (127) one hundred and twenty seven bbls. Sailed from Port Pegasses, Stwarts Island New Zealand, same day sighted the Snares Rocks.

Sun Dec 27th 1874.

Raised Sperm Whales off the lee bow going to windward, towards the S & E. the sea was rough, blowing fresh, did not lower, for whales.

Fri Jan 1st 1875.

Spoke & gammed with the Bk Lagoda 17 months out 300 Sp. & 200 W.

Sun Jan 10th 1875.

Thirty one months out to day, with 1200 Sperm, & 100 Whale, we have seen whales enough if we had had luck to of had 2000 Sperm. but it is our luck to not get only what we have got, & I for one am thankfull for small favours, (what we have got) although others here are not satisfied, no would be if they had the ship full twice over. Some of our men people here in deed & they are growing more ridiculous every day, & if I was shark the truth publisher. There is certin parties here, would get down on their knees to serve & please the Captain, & try to keep on the right side of him, they almost jump out of their skin when they are spoken to. There is nothing said, done or transacted but the Capt will hear of it through them, If two of this party is talking together the others sneak up with mouth open & ears extended to catch every word

Ship Eliza Adams.

that is said. there is nothing but talking, calling each other names
cursing a person, or another ones back, (with their tongues) it is either but
this or that in day after day, (truly a curious world we live in) they neither
read a book, say a word, all day, as though there was not such a day they only
eat, & the day and that is all. such the way they are brought up, in the some position
they breed, (and another thing when the meals are ready, he does not put enough
but keeps up a continual grumbling there and use a great many other things I could
name as well (I would not speak if it was the first time, but nearly hundreds we can count
them, and a great many other things all small comparitively speaking, nothing
to mention but as the Scotchman says, very little makes a muckle. at last it
become a habit as people cannot but help taking notice and finally speak of it.

Sun Jan 10, 1875.

Raised Sperm Whales to Leward, lowered the boats & gave chase, after a
while the Third mate went on to a whale the Boatsteerer missed him, after
chasing them a while longer the Third mate went on a gain the boatsteerer
missed again, after chasing them almost all day the Fourth mate went
on to a whale, the Boatsteerer missed him at last went on board, as we went
an unlucky day for us, (the like of missing in one day I never saw before,)
the Capt put another boatsteerer in the Bow Boat.

Mon Jan 11, 1875.

Raised Sperm Whales to Leward coming to windward, lowered three
boats & gave chase to windward, did not see the whale again, struck came on board.

Tues Jan 12, 1875.

Raised Sperm Whales at daylight to Leward going to Leward, lowered
three boats & gave chase, at last lowered the Starboard boat for one came to
the ship nearly over the head boat struck killed him took him along side
got up the Cutting Tackle, Hauser, & chains, & got it on him all ready to Cut him in
to Cut him in, but in mind my sight, brought her to the wind & got all ready
to Cut her to back in, did not get at it, left off at dark, lowered
except one man in each boat

4.

C. private log of the

Wed Jan 13th 1875.

Let daylight get ready & commenced to cut in, at 12 M. got him cut in, hoisted in the Junk, also the Case, bailed it, & set the watch.

Sun & Mon 17th & 18th 1875.

The Whale stowed down, one hundred & thirty (130) bbls.

Mon Jan 25th 1875.

Raised Sperm Whales to leward going to leward threw boats & chased them til 1 P M when the 1st Officer struck, in a few minutes the whale had his line, for two or three hours we chased the whale, finally my & the Starboard had been an hour that boat struck the whale, succeeding in killing him soon him to the ship, cut the Port cable & the hauser on him & started for Port William, at 11 Ci M parted the cable, brought her to the wind, and got another old hauser on him & started again.

Tues Jan 26th 1875.

This day comes in with towing the whale leward, Port William, at 3 P M parted the old hauser & stranded the new one, brought her to the wind again, Raised Sperm Whales at 6 A M to leward going to windward did not lower, got up the Starboard cable & put it on him & left off again, at 7 Le M abreast of Islander, wind hauling to the N & squally, at 12 M tacked ship at 1 P M wind came out from the N.N.W. & we ship made all sail steering E.N.E. at 7 P M abeast of Cedrish Island, line against us passed Ship Sumerian coming out, she had just got through taking care of a whale.

Wed Jan 27th 1875.

Still towing the whale wind light from the N. steering E. at daylight wind light from the S.E. head ahead, made several tacks could not make anything line against us, at 11 A M came to anchor off Saddle Point & commenced to cut in, at 5 P M got the jaw & head off & hoisted the body in & commenced to try out

Ship Elisa Adams.

Thurs Jan 28, 1875

at 6 P.M. hove in the jank, at 11 A.M. hove up the anchor & set off with a push boat from the Str H. for Port William, shortly after parted the head chain to the cam, about went & got it again then hove it on deck at 1 P.M. came to anchor in Port William, bailed the cam &c.

Sun Jan 31, 1875.

Too cloudy boiling. Bk Matilda Sears came in with a whale.

Mon Feb 1 1875.

The whale stowed down 135 bbls.

Tues Feb. 2, 1875.

Let in 12 A.M. hove short, made all sail, hove up the anchor, wind E. payed off on the Port tack, (In shore tack,) stood along for a few moments, then wind came handy in, tacked ship heading to the S.W. (heading across the the mouth of the harbor, had ought to passed by clear of every thing.) the Bk Matilda Sears (a whaler) lying at anchor here, the Capt thought of going to windward of her, first, but finally when he found he could not pass by ahead of her he sang out to the man at the wheel to hard up, the man at the wheel done so, the Capt thought she was paying off to much & would get foul of a rock which was off a point on our Starboard bow (the bow) sang out to mother, and kept all in one breath, the man at the wheel done as he was told & putting the helm to port, the Capt see she was paying to much, sang out hard up, hard up but was to late, the man hard up with the wheel but not in time the next moment she struck the Bk Matilda Sears, on her Starboard quarter carrying away the Spanker boom lift, Spanker sang, damaged hand on the Bk tacker got disabled the after Starboard Davit & Fender, & took the under stern of the Starboard Boat smashed the after boom, & also damaged her stern (after we had got clear of her stood out clear of the rocks & towards [illegible] the mouth of the wind, in half an hour, tacked ship & stood in the port again & anchored ahead of the Bk (to eastward of her) furled the sails Capt went on board of the Bk our damage was carried away the Starboard headrail both the hooks to the jib & flying jib jumper both the clamps on the spritsail yard on the port side

Ct. private log of the

for the jib & flying jib guys, & mared the paint work of both ships, The Capt gave Capt Childs of the Bt a new boat from off the house to replace the old one & our Capt took the sloven boat, also gave him a bearer, & a stick to make a Davit. made a new Spanker boom lift, & mad a Spanker vang from her old Spanker boom Lift gave her some running riging, & hemp riging. also done some blacksmithing for her, next day, a party of three, Capt Craig, Mr Callies & Mr Smith, held a survey of the damage done, & finally settled it agreeably to both parties. Capt Hamblin is to pay Capt Childs seventy five, (75) pounds, & to let him have his carpenter & another man to repair the damage done, & to stop on board til Capt Childs pronounce the work done. also loaned him the forge to do his blacksmithing,

Now any one but a fool, will pronounce this running into that Bt & smashing her up was anything but seamanship, no gentleman about it, it look just though he owed him a grudge & took that way to pay it, if it was, he cut his own nose off to spite his face. For lookers on it was a mean, carless, piece of baisiness, for he could passed by her, & not tached her, & gone clear of the point of rocks off our bow, (which we did) without coming in contack with her, & detaining us over a day with a pair wind & quite likely to been out to Islanders & no knowing but there might been a whale for us. (no knowing the prospects was fair) & make good all the damage done, a fine thing to be noised bout, & what will the agents have to say about the little sum to pay for it, & discommoding us of a Carpenter for some time to come, I supposed he wanted to show them how near he could go to her & not tauch her, but alas he failed in the attempt, he feels sorry for it, no doubt he does, as he says he does but when you speak of pitty, we find none for him, If it was an accident that could not been avoided, the sympathy would be for him, but where it is sheer carelessness, no one has any feeling for him, this is another one of his overbearing tricks, when will they end, echo answers. — — — — — — — —

Wed Feb 3, 1875.

Sailed from Port William Stewarts Island, New Zealand.

Ship Eliza Adams.

Sun Feb 7, 1875.

At 7 A.M. raised Sperm Whales to leward, going to leward lowered three boats & chased, after chasing him three hours, the 1st Officer struck turned him up & took him to the ship, put on Cable on him & hauled off for Port William, shortly after keeping off, parted the port Cable running under short sail little while after parted the Starboard Cable, came to the wind, got the Cable on the Whale again & kept off running under bare poles, &c.

Mon Feb. 8, 1875.

Commenced with a gale of wind, running under bare poles steering wind from the W. steering NE. at daylight cleared up, at 7 A.M. abreast of Codfish Island parted the Starboard Cable again got the new Hawser on him, & kept off again steering E. at 2 P.M. wind from off the land, could not get in to the harbor, hat came to anchor three miles to the Eastward of the port, furled the sails, commenced to cut in, at 9 P.M. cut the head off & hove the body in & knocked off for St Inalilda Bays lying in port

Tues Feb. 9, 1875

Turned to hove up the junk, hove in the Case hailed it, & let it go

Wed Feb. 10, 1875.

At 8 A.M. hove up the anchor made sail, & beat up to Port William at 12 A.M. came to anchor furled the sails, English Bk Chance, whaler came in to anchor ahead of us, one day from the Bluff, so we did

Fri Feb 12, 1875.

Sailed from Port William for Scotland.

Sun Feb 14, 1875.

The whale stowed down 111 bbls Oil

Tues Feb 16, 1875.

Raised Sperm Whales ahead going to windward, at 6 A.M. the ship being on the Port tack heading to the N. at 7 A.M. four Boats lowered & chased

Private log of the

them till 1 P.M. then came on board. the sea was rough, a heavy S.W. swell, & the Whales acted very queer, at times they would not have half of their spoutings out, & would go one direction on top of water, & another when down, there was no keeping run of them, so we came on board as we went, empty handed.

Wed Feb 17th 18. 1875.

Cut 3 P.M. saw Whales that was raised by the Br. Tamerlane, to leward going to leward, at 4½ P.M. lowered four boats shortly after the larboard boat struck, the whale acted very bad, time and time again, from the time he was struck until he died, his flukes & small was continually up in the air, at times a boat could not get near him, & blowing a gale of wind, finally at dusk we turned him up, flukked him, & laid by him till day light then put both cables on him, & a hauser then kept off steering to the E. Br. Tamerlane got a whale, Halibda Sears fastened to one, another whale stove him, did not get him

Thurs Feb 18. 75

at 6 A.M. got the cables on the whale & kept off steering to the E. at at 12 M. abreast of Codfish Island, blowing heavy, & a heavy sea running at 5 P.M. abreast of Saddle point at 8 P.M. came to anchor Port William furled the sails passed the Tamerlane at anchor at Thaura river cutting in Halibda Sear, & English whaler, Chance is lying here at anchor, run in to escape the bad weather.

Fri Feb 19, 1875.

This morning got all ready & looked in, commenced to cut in at 4 A.M. got him in in 24 hours cutting in then hooked on the tank, then the Case in laid it, & then the case overboard at 11. A.M. started to try out.

Mon Feb 22, 1875.

The whale stowed down seventy (70) bbls of Oil

Sat Feb 27. 1875.

Sailed from Port William Stewart Island, New Zealand.

Ship Eliza Adams.

Sun Feb 28, 1875.

In the morning Sperm Whales was raised off the lee bow of the Bark Tamerlane steering on our weather bow 2½ miles off at 9 AM we saw them they are going at the time SE towards Leeward Islands Tacking on the Starboard tack we get breakfast the lowered three boats the 4th Officer was kept on board to take the ships chance (if there was any). was a chance to get off the weather beam, the boats gave chase with him. sometime after lowering one of the Tamerlanes boats struck the shoal laying off on the wind towards South Cape; the boats did not get near them again, at 4 PM the boats gave them up. (had not seen the whales for a number of rising) & came on board. The Capt was mad or something akin to it for the Officers in the boats (when they were off) not recognizing the signals made from the ship (to them that did see them) did not obey them, when the boats came on board he questioned them about it some said they never saw the signals, others saw & obeyed them, & others saw them & did not obey them, The Sec Officer saw the signal & said, (& the Capt asked him if he knew the box from the quarter of the ship,) when supper was ready the 1st & 2nd Officers did not go down the Capt talking to them had taken their appetite away from them. (and another thing, it is worse than the seven years itch, to be on board of the ship, when the boats are off, nothing goes right everything goes wrong on deck, (I actually believe if Jesus Christ was on on deck he could not please him,) if it is luff & keep full all in one breath your all aback then dead before the wind, & that is the way he keeps going about all the time. If a man had the patience of Job, he could not keep it sometimes. (for we all have our faults.) he cannot bear the thought of another ships boats getting a whale, & his boats not getting none, (when the other ship raised the whales,) he says the Tamerlane has no business here as though he was the only one that had a right to cruise. the whales all belong to him, & calling him all sorts of names not very pleasing to the ear, the estimation of the ship crew, as a man with common sense would take it, as though the ship had put in good right to whale here & another & the whales are far away or that can catch them if he goes on like this 4th time & then will from a very sensible opinion of him.

Private log of the

Tues March 2nd 1875.

Wed. March 3rd 1875.

Raised Sperm Whales off the Weather bow, going to leward, at 9h 15m lowered three boats & gave chase, shortly after lowered the Starboard Boat, in a short time after chasing them, the Waist boat struck the whale turned on the boat with open jaws (as the story goes) & bit the boat in two amidships, the whale went off with the line, the boats went to the stoven boat, no one was hurt, took the crew in the boats, together with the sail, oars, paddles & boat keg, saved nothing else & left the pieces with a sail set, shortly after the whales came up & struck out to the windward, give that shoal up, & started after another shoal to leward, in the meantime the Capt told the 3rd Officer to go & look after the stoven boat, while the other three boats chased the whales, shortly after the 3rd Officer saw the ship steering for the wreck, left it & started after the other boats. In the meantime the ship came down to the stoven boat, she hauled along side of it a man (Charles Reeves) volunteered with a rope round his body to go down on the half of the boat which was along side, he done so, at the same time he cast off the rope from around his body & let it go, (he could not hold on to it) & left the piece of boat he was on & went to the other half of the boat a short distance off, he reached it neiden on to the gunwale of the boat with his arms his body in the water by this time the ship had drifted a little distance from him, they braced forward & made all sail to get up to him, the last they heard him say was, (dont be so long) the last they saw of him, he turned very black & immediately after he let go his hold & was never seen afterwards. It was my own wish undertaken of him to risk his life for more not in, but what is more for a ship keeper to let a man go, when there was not a boat for miles why there is no punishment to[o] severe for him, then the ship kept off for the boats, at 4 P.M the Starboard boat struck turned him up got him to the ship put the pieces, cable on him & a belay chain on him, kept off & on steering to the N.E. with light [illegible] from the N.E. to E.S.E. very cloudy, made all sail, next day at 4 A.M wind from the N.E. by E. I was called all hands, made all sail & commenced to cut in at 6 A.M. cloudy with some rain blowing fresh, at 7 P.M. finished the cut & then commenced to heave it to N.E. Saturday bearing to the E.S.E. not much sea but was running through the night very much [illegible]

Ship Elisha Adams.

Death comes and claims his own.

In Memory.

Recalls I must die.

C. Charlebois was departed this life Tues March 2 1875, in lowering up to windward to make a ripe past a stove in as while on the whale boats were away from the ship chasing, after reaching the wreck boat it appears he got a cramp, let go his hold, and was seen no more, The deceased was a native of England but his parents resided in Christchurch New Zealand, and leaves a wife near Launceston Tasmania, she not knowing he was here.

In the midst of life, we are in death.

Tues March 9, 1875.

The whale stove down one hundred (100) fathom line.

Wed March 10, 1875.

Raised Sperm Whales at 2 P M to windward coming to leward at 2½ P M lowered three boats the 2nd Officer not able to go in his boat. sick after the boat had been down but a short time, the whales saw or heard the ship, they mined & went to windward chased them til 6 P M could not get near them, then came on board, as we went so did

Fri March 12, 1875.

Raised Sperm Whales ahead going to leward, blowing hard did not lower, let them go without disturbing them, better luck next time.

Sat March 13, 1875.

Raised a Sperm Whale off the Port bow, ship steering E by E with the wind S SE. at 3¼ P M, lowered three boats (the 2nd Officer being sick) & chased the whale & others, which had turned & was going to windward, at sundown gave them up & came on board. If the Capt had not run off the last time, we would been in the right position, (to windward of him) & we would stood a good chance to get him he thought he was doing right, (no man is perfect,) although some on board here thinks themself about perfect in their situations

A private log of the

Sun March 14. 1875.

At 6 A.M. raised Sperm Whales off the lee bow. did not lower the boats on account of loosing them from the ship, but at 12 M. raised them again astern. lowered three boats. shortly after he or another one came up but little ways off the ships beam. the 2nd Officer being sick the Capt took his boat, went down & struck the whale, before the other boats could come to the rescue, the whale took his line, but shortly after the whale came up, in a short time fastened to him again, turned him up took him to the ship, & put the Starboard Cable on him. & laid by him through the night wind E. Solander bearing N.E. two ships to windward whaling, gale ragged, &c.

Mon March 15. 1875.

At 5 A.M. called all hands & underlook to hook on cut gave it up to ragged. wind at 4 A.M. shifted to the N.N.W. & blowing strong, & clouding up. put a piece of the Port cable on to the fluke chain to make it longer with a small cask to buoy it up, & the hawser for a spring, & payed out from the ship to ly by him blowing heavy, & raining, & tremendous seas running, ship labouring heavy. at 1 P.M. the fluke chain parted could not lower a boat & let him go, hoping the whale will do somebody some good, at 4 P.M. wind shifted to the W. & clearing up put all the whaling gear below, wore ship steering N.N.E. set the two lower topsails & foresail bound to Bluff. to put the 2nd Officer ashore, she is sick.

Tues. March 16. 1875.

This morning closed under the Bluff. Middle Island New Zealand at 8 the Pilot came on board. shortly after came to Anchor on the East side of the Bluff no harbor where the ship brought to. only going to lay to Capt says three or four hours. the Capt & Pilot went on shore. the Pilot hearing word if it came on to blow to give the ship forty five fathoms cable, which we was riding with thirty fathoms cable. & he said if the Capt did not come off he would. Immediately after they leaving, nothing went took the 2nd Officer on shore to go under medical treatment. he is very low with the Colic, or Stoppage. at 2 P.M. came up cloudy wind shifted to the S.W. which had been blowing through the day from the N.W. & commenced to blow very heavy & with rain

Ship Eliza Adams.

& the Starboard chain up, bent it, & let the Starboard Anchorage, when it went took the Cat Head with it, Starboard Martingal backrope & Flying jib guy. which had to be cut, the former from on board, & the latter by the Capt. who was coming in the boat from shore, just before this the Falls carried away to the windlass, causing the windlass to revolve round taking both chains out of the locker, until both chains were out, then where the two chains come together instead of being shackle, was a lashing & it parted forward of the windlass on the port side. Then she swung to the Starboard anchor, which had sixty fathom shackle just past the hawsepipe immediately began to drag, could not do anything more, from that up to 8 P.M. when she had stopped draging, she had draged over a mile, & at the same time was against us, (All this comes by anchoring (in the strait as you may say) and the Pilot place was not to let the ship be anchored there), allowing he could not get into the harbor which was three miles off, he could worked up further, where there would been more lee, & away from the swell, but here we are & have got to make the best of it, a dangerous position we are in.

Thurs March 18th 1875.

At 8 A.M. hove up the Anchor, made all sail, the Capt. went ashore & kept two of the boats crew, for something unbeknown to us at present, at 11 A.M. the boat came back, (the Capt. stopped to transact some business, & come with the men in a cutter) then braced forward, wind fine from the N. at 4 P.M. came to anchor at Port William, furled the sails, we came here to get a new Starboard Cat Head, & Spritsail yard, & to do other little jobs about the ship.

Tues March 30th 1875

Sailed from Port William Stewarts Islands New Zealand.

Sat March 27th 1875.

(This is previous to our sailing. Capt. came from the Bluff in a Cutter, bringing with him two tons of Bread (48) bags, a quarter of Beef, a sack of Potatoes, a small sack of Onions & five fathoms of large size rope for the bowsing and riding for the Harbour master.

Private log of The

Thurs April 1st 1875.

Lat 4 P.M. while tacking ship under Middle Island, from the Port tack to Starboard tack, Solander Island, N.E. Jamerlane off the to boom, carried away, the Main top gall yard in the slings, by not letting go the brace, a new yard this voyage, a man (Martin) was stationed to the braces, so much for (April Fool.

Wed April 7th 1875.

Lat 4 P.M. raised White Water ahead, at the time, we was steering to the E. for the Solander, short after they proved to be Sperm Whales, lowered four boats & gave chase & in about two hours the 1st Officer struck, turned him up took him alongside & flaked him, wind hauled to the S.E. & started to tow him but the wind hauled to the S.E. & increasing, in the morning Solander bearing S.W. & could not weather it, but ran to leward of it & luff to, got all ready to cut, hooked on, & started to cut, but blowing so bad & a bad sea running put it up, for to day, lying to on the Starboard tack heading in for the land, &.

Fri April 9th 1875.

To day fine, hooked on to the whale at 5 A.M. & at 8 P.M. got him all in body, Junk, & Case, & bailed it (in an full hard days work we have had of it) 15 hours cutting in

Sun April 11th 1875.

The Capt has at last (& almost a wonder) made up his mind to go into Port William, at 8 A.M. to 11 A.M. wind light & all round, a pic. that a nice breeze from the N. at 3 P.M. abreast of Codfish Island wind died out & a swell from the N. having us on to the said Island, lowered four boats & towed her out into the Straits to the N. at 4 P.M. a nice breeze from the N. came on board.

Mon April 12th 1875.

Lat 10 A.M. came to Anchor Port William. N.E. Jamerlane has left the ground. We have received the sad news of Her Sovereign death

Ship Eliza Adams.

Tues April 13th 75 2
The Capt has bought of Capt Cross Two Tierces & two barrell of Sperm
load Oil at the rate of & he is putting it in with the ships Oil
It might be all right, I hope it is so. It dont look hardly right.

Wed April 14th 1875.
The Whale stowed down 106 bbls Oil.

Thurs April 15th 1875.
Sailed from Port William, Stewarts Island New Zealand.

Fri April 16th 1875 Anchored inside the Bluff N. Z.
A shore boat brought off (7) seven sacks of Corn Beef fourteen hundred
pounds, and (1) one fresh Beef, a sack of Potatoes & two sacks Salt 300 pounds

Sacred
to
the
Memory
of
Francis Soverino.

who departed this life, at Invergil New Zealand
in the Hospital, March 1875. of the Disease
and before he died it terminated in the
of the bowels, aged 42 years, he was a Portugeese, and
belong to Flores, Western Island, He was 3rd Officer
of the ship, he was married, and lived in Nantucket
and leaves a wife, and children to mourn his loss.
The deacase was an excelent officer, a fair whaleman
and beloved by the most of us, we all have our faults
& was not perfect. Break gently the sad tidings to
the bereaved wife, widow, and orphan children.

A private log of the

Sat April 18th 1875.

At 2 PM called all hands the wind shifted from the N. to S.W. & cloudy with rain, wind fresh, hove up the Anchor made all sail & went out by Dog Island Light, the boat called the Champion, that brought off our Beef the evening previous, made fast to us, while lying along side of us, with their mast steped in hitting us she sprung her Starboard streak causing her to leak badly the owner of the boat went down into her before we got underweigh & threw the ballast overboard, but shortly after in towing her she filled & rolled over lost everything belonging to her, viz Flour, Sugar, &c, & the mail bag, we could not do anything to her til daylight then with a rope round her we rolled her over, we got a small hauser made fast to her & in wearing ship the hauser got adrift & lowered one boat went to her, got hold of the hauser & began towing her on Rau puke, Island to the sand beach, shortly after another boat hooked on, then the third boat came & towed her to the beach, hauled her up about high water mark, the boat is completly wrecked especially the upper works, the boat is an open boat of 6 tons burthen during the calas throfee they lossed their bed clothes, & wearing apparell, we made up a tarpaulin muster & gave him bed clothes clothes Bread & meat, & a purse of money. The truth of the matter is this, he had ought not to laid alongside of us, when especially the wind so treacherous, he had ought to goneback to the Bluff, or gone across home, (he had to pay heavily for his own recklessness, a caution next time.) After the boats got on board we squared away bound to Akaroa, with a fine fair wind.

Tues April 20th 1875.
Anchored Akaroa New Zealand.

Fri April 30th 1875.
To day the Cow & Calf came on board, now then Well afloat.

Fri May 7th 1875.
To day the Cow & youngest Calf have taken their departure on shore to stay, (for good & hope) awhile, & we to go out & beat & bang about for a month or two, (or at the King George Sound scrape) til the calf again the other one is only 20 months old, that is what I call

Ship Eliza Adams.

keeping the pot boiling, that is all she is fit for, and at that business she can do as much of as any body. since she went on shore last November, she has been keeping house (as she calls it) she has a servant girl to wait upon her, but the girl left her, and she could not get another, so she had to do her own work till we came in, then she gave up keeping house, ha, ha, and came on board and as we are on the eve of sailing, she has concluded to go ashore again and board in a family, that will suit her to a charm, so I don't envy those behind us, to wait upon them. They will soon find out they would rather board her a week than a fortnight. for my part I dont care how they get along, as long as she is out of the ship, What a lonely life she leads her husband, it has cost him many a penny this voyage, to pay her expensis, husbands sometimes dont learn a lesson, till tis to late. (God only knows what I would do, if I had such a wife, as I think now, I would learn her a lesson, she would never forget, I believe.)

Tues May 11th 1875.

Raised a Humpback lowered 4 boats & chased him for an hour, but finally the Officer struck, harned him up (a small one,) with our boats, & the volunteered assistance of the steamer that came down to see the whale we towed him to the ship at 5 P.M. quite a number of visitors were on board to see the whale. next day took the whale on the beach at high water; & at low water went & took the blubber off of him, & gave the carcass to parties on shore, for the Christchurch Museum. next day cut up & minced the blubber & put it in cask..

From April 25 & May 1876.

Smuggled on shore at different times (mostly in the night) 7 boxes Tobacco (20 pound boxes). also the skins of 4 Sheep.

Fri May 21st 1875.

The whale stowed down 4 bbls.

(6)

A private log of the .

Sun May 23rd 1875.

It is now five weeks next day after to morrow since we came in here, and for the last three weeks, we have been ready for sea. Waiting, waiting for what, the ship is ready for sea, and has been for the past three weeks, perhaps the Capt thinks we dont know (whose ignorance is bliss, tis folly to be wise,) but we all do, he is keeping the ship waiting here for the Cow to calf, (a folly not) what will the owners of the vessel think, keeping the ship waiting here so long after we are ready to go to sea, It is a downright shame, where we could been out sometime ago, and no knowing what we might of got, at any rate we would feel better allowing we had got nothing, It would been a consolation to know we had been trying to get some oil, whereas here we can do no earthly good for ourselfs, we did not come out here to lay in such contemptable ports as this, if it was in a decent port it would not be so bad, (and when he get in a decent port, he is in a hurry to get out,) but we came out here to try to get oil, not to pool the time away lying in port, we are now almost three years out, and there is no more time to be pooled away, if we do we will all come out of the little end of the horn, (as the old adage says,) and he as well as the rest of us, we have not a great while longer to stay and we have got to be up and a doing, or we shall come home with a poor voyage, When I sail with another woman, it will be after I quit going to sea, and especially with one, one that wears the breeches, far from it, (God preserve me from that,) (And another thing is we dont know when we will go to sea, (not til she calves) he wants to know whether it will be a boy or girl, if a girl then immediately up anchor and away, but if a boy every thing will go wrong, such is nature, by the time our voyage is at an end he will have a crew enough to mann a boat of his own, (I am sick and tired, i want to go home.)

Tues May 25th 1875

This night as others, one watch went on shore, when the watch came off at 11 P.M. in the boat two of the seamen, (Martin Hickly & Emanuel Maryann,) was not in the boat, and they have not been seen since that night, The supposition is with us on board & the people on shore is, they took a small boat & and tried to get on board that night as the boat was found a mile to leward where she was made fast, since that time one of their hats has been found on the beach, how if they

Ship Eliza Adams.

took that boat & undertook to get on board, now one must fell overboard & the other tried to rescue him & got over to, & both was drowned, they both was greatly under the influence of liquor; there is no more definate conclusion at present up to date, then whats already formed that they are numbered with the dead. (I hope tis not so)

Tues June 1st 1875.
Sailed from Cikarea New Zealand.
got a log to make an anchor stock.

Thurs June 3rd 1875.
A man (Embrose) by name fell from underneath the mizzen top, down onto the skylight, hurting his foot, & also his body, to day the clothes and effects (of the deceased 3rd Officer, a seaman drowned, & three deserted & missing,) was sold by auction.

Fri June 11th 1875.
Spoke the English Steamer Taranaki from Lyttelton board to Dunedin,

Mon June 14th 1875.
Anchored Cikarea New Zealand shortly after coming to anchor the news came off that the Captains cow had another calf (a Bull,) this morning, we will have to stop here now, the Lords know only how long to wait for here, now if is the way we are going to spend our between season, it is anything but right, the idea of us throwing our time away like this, all to please the Captains wife, & she not belonging to the ship is not using us as we should be done by. I believe we came out here to employ the time in trying to get all the Oil we could, surely we cannot get Oil in port, laying six weeks on a stretch, then go out for two weeks & into the same port again to lay days longer, We came in here this time for nothing that the ship wants, only to see his wife, & whether the child is a boy or girl, all his aim is to be the father of a girl, as it is now his underlip hang down, nothing go right, anything goes wrong, no one to blame but himself.

Copy of private log of the

Thurs June 18, 1875.
at 5 P.M. a boats crew with the 4th Officer, & a man from ashore took the Starboard boat & went down twenty five miles where a Sch[r] (Child Hood) was on the beach, went up there in a gale of wind, & took an Anchor out through the surf so to hold her when she came off from not getting on the beach again,

Sat June 20, 1875,
at 1 P.M. the Starboard boat came back from the expedition [illegible]

Tues June 22, 1875.
Sailed from Akaroa New Zealand, on another cruise of two weeks, just to kill time, & into Akaroa again

Sun June. 27, 1875.
Anchored Akaroa New Zealand after a cruise of 5 days.

E 633

Ship Eliza Adams.

Tues June 29th 1875.

s day commences our troubles, trials, & tribulations. the Capt.
rought his other half, and the increase, on board, now for the next
year, a year of misery, but grin and bear it, tis not forever, may
nly be for lifetime. the next news we expect to hear will be the house, cabin
nd finally the ship will not be big enough to contain them. Good
y, peace and quietness, it is all flown.